

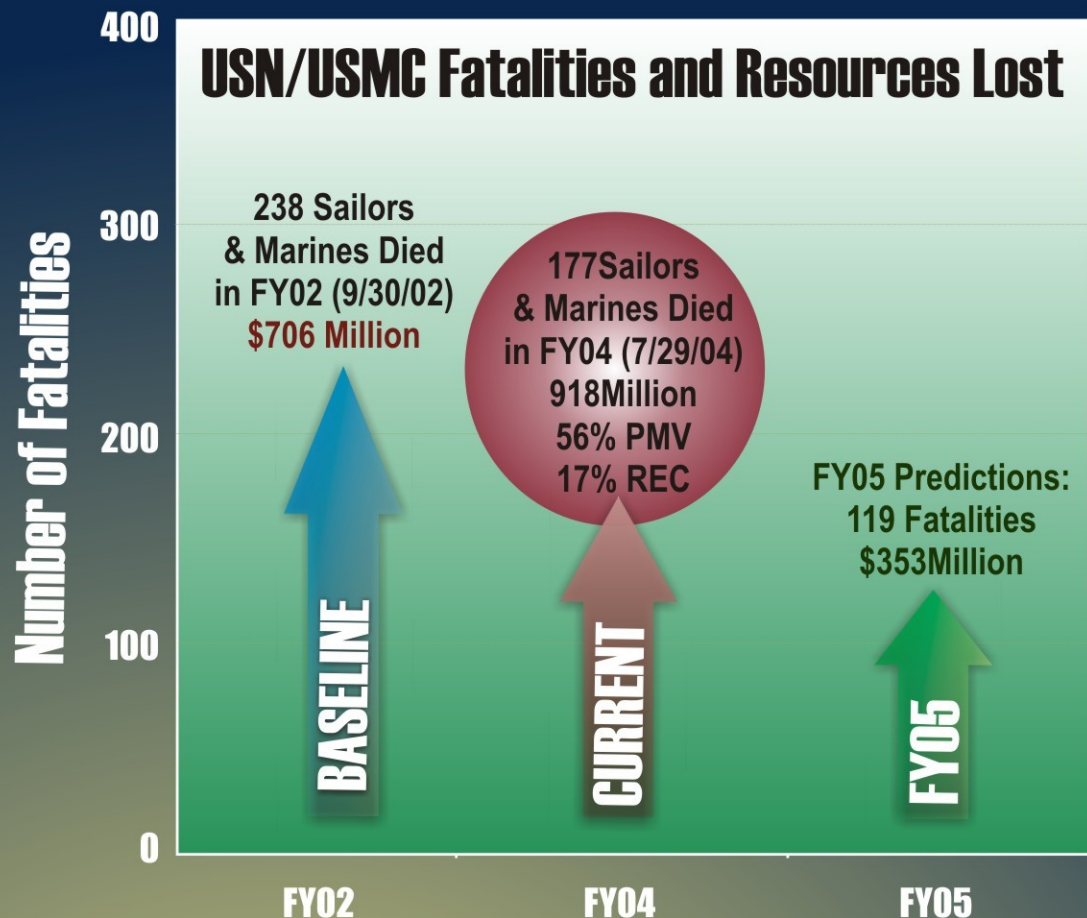


Enhancing Combat Readiness Through Fleetwide Mishap Reduction

**- Briefing for BGEN McAbee -
Deputy MARFORPAC**

**RADM Dick Brooks, USN
Commander, Naval Safety Center**

Where We Are



We are headed toward 211 deaths in FY04, while our 50% mishap reduction goal is 119 deaths by the end of FY05.

USN/USMC Mishap and Fatality Trends

	FY04		FY05	
	USN	USMC	USN	USMC
Aviation	↓ .24	↑ 1.69	↑ .28	↑ 2.83
Afloat	↑ .17	N/A	↑ 1.05	N/A
Shore/Ops	↑ .18	↑ 4.01	↑ 1.08	↑ 7.55
PMV (Off-Duty)	↑ 4.46	↓ 6.56	↑ 10.17	↑ 4.40
REC (Off-Duty)	↑ 1.38	↑ 2.46	↑ 2.97	↑ 4.31
Civilian Lost Day	↑ 2.42	↓ 3.69	↑ 14.59	↑ 18.88

= on or below glide slope to FY05 goal
 = above glide slope to FY05 goal
 = within 2.0 of glide slope / FY05 goal

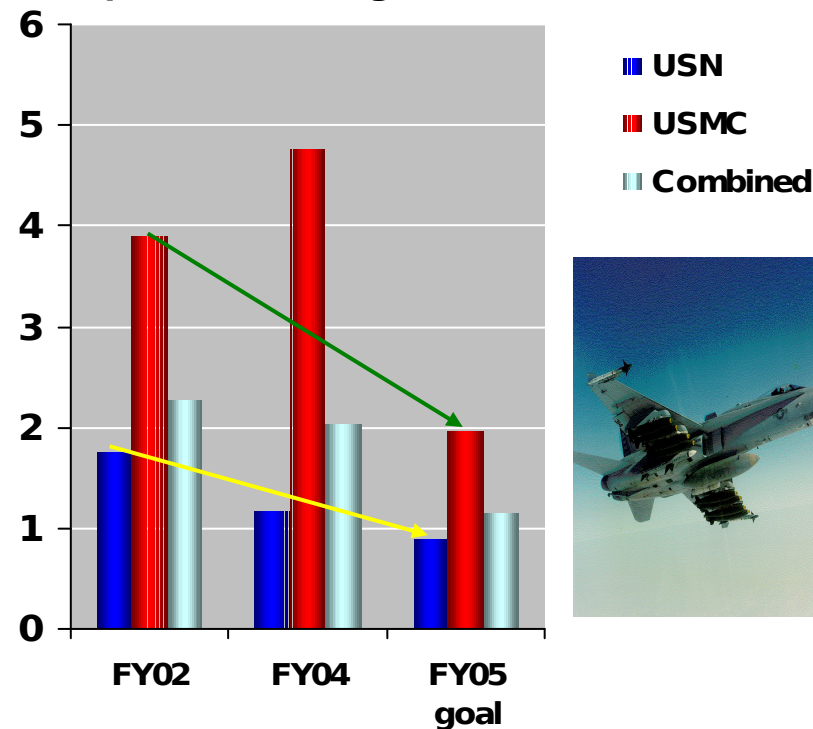
FY04 Data: July 29, 2004

USN/USMC Class A Mishap Rates



Aviation

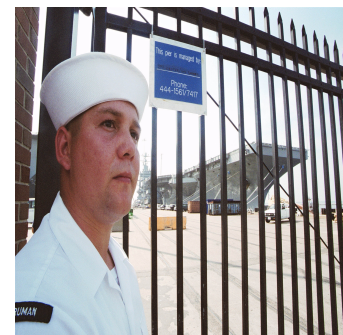
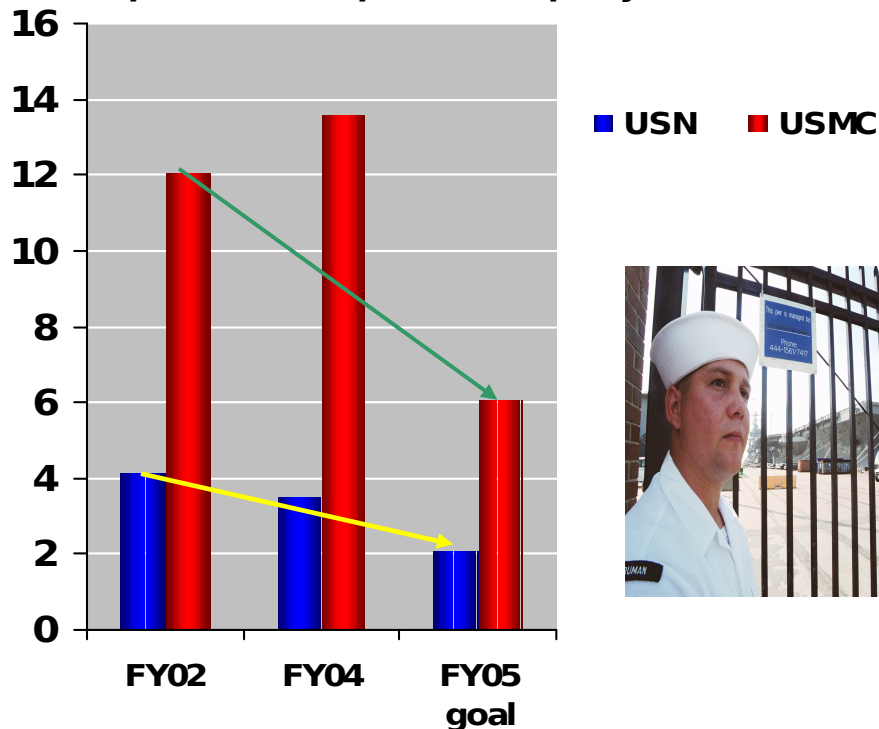
Rate per 100,000 flight hours



USN mishap rate is below glide slope
USMC mishap rate is above glide slope

Shore Forces

Rate per 100,000 personnel per year



USN mishap rate is slightly above glide slope
USMC mishap rate is well above glide slope

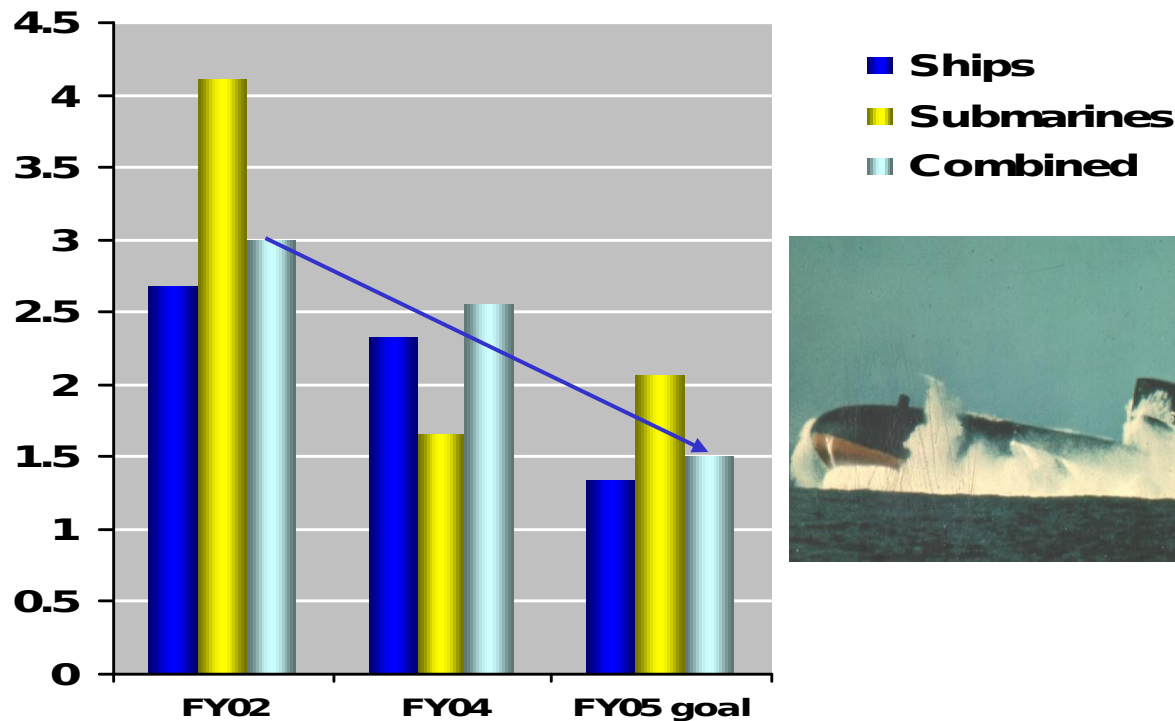
FY04 Data: 29 July 2004

USN Class A Mishap Rates



Afloat Forces

Rate per 100 ships per year



Combined afloat mishap rates are above glide slope

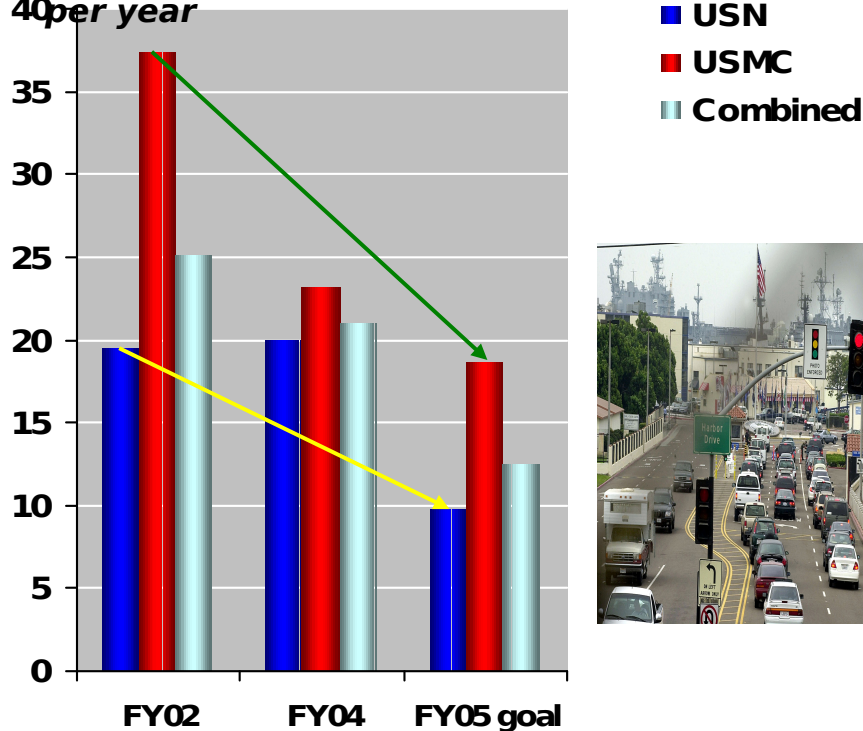
FY04 Data: 29 July 2004

USN/USMC Fatality Rates



PMV

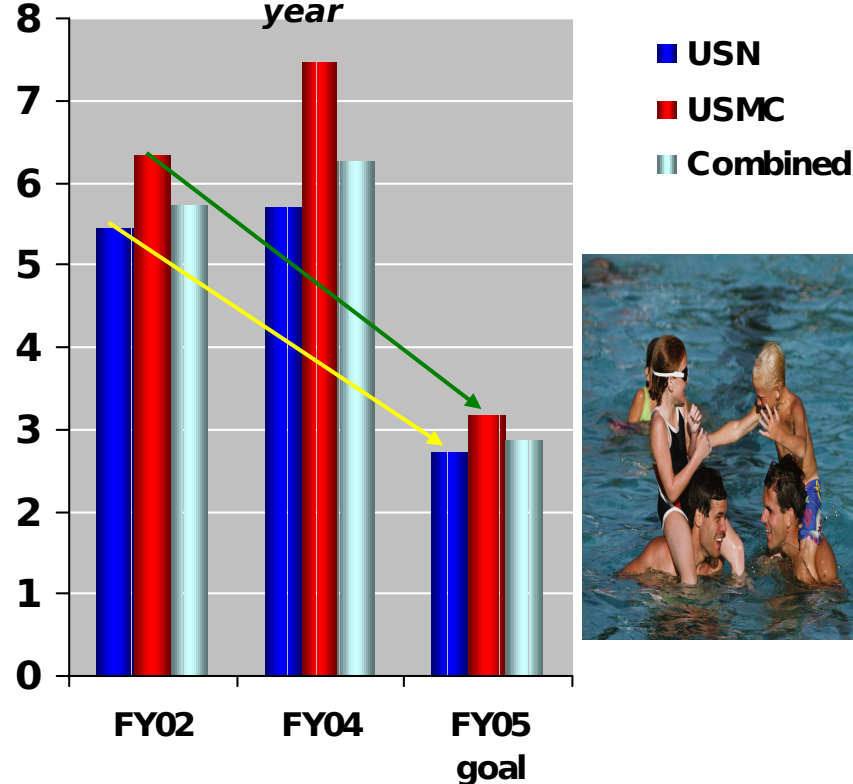
Rate per 100,000 personnel per year



USN mishap rate is well above glide slope
USMC mishap rate is below glide slope

Recreation/Off-Duty

Rate per 100,000 personnel per year



USN/USMC mishap rates are well above glide slope

FY04 Data: 29 July 2004

USN/USMC Cost and Deaths (FY02-04)



Total Mishap Cost
USN \$1.61B + USMC \$1.04M =
\$2.65B

Sailors & Marines
Dead USN 330 + USMC 313
= 643

**Aviation
FY04
\$856M**

**COST IN
MILLIONS**

	FY0 2	FY0 3	FY0 4
AVIATION			
AFLOAT	\$61	\$95	\$75
	1	5	5
PMV	41	17	22
SHORE/OPS	28	25	21
RECREATION	15	15	10
	10	11	8

Aviation Leads Cost

**PMV
FY04
97**

FATALITIES

	FY0 2	FY0 3	FY0 4
PMV			
SHORE/OPS	140	119	97
RECREATION	33	53	31
ON AVIATION	32	32	29
AFLOAT	28	26	13
	5	2	3

PMV Leads Fatalities

FY04 Data: 29 July 2004



Force Comparison (TYCOMs)



	USN A's/Rate	AIRPAC A's/Rate	AIRLAN T A's/Rate	SURFPA C A's/Rate	SURFLAN T A's/Rate	SUBPAC A's/Rate	SUBLAN T A's/Rate
Aviation	41 / 2.05	16 / 2.71	15 / 3.04	0 / 0	0 / 0	0 / 0	0 / 0
Afloat	14 / 2.30	0 / 0	2 / 16.59	4 / 2.73	5 / 2.22	1 / 1.56	2 / 2.87
Shore	21 / 3.00	0 / 0	0 / 0	1 / 1.89	1 / 1.15	0 / 0	0 / 0
Rec (Off-Duty)	39 / 5.57	1 / 1.23	1 / 1.23	2 / 2.47	4 / 4.63	1 / 7.89	1 / 6.33
Traffic	129 / 8.41	14 / 17.26	13 / 15.98	16 / 23.12	9 / 11.95	5 / 39.47	10 / 63.33

NSC Data: 02 August 2004



Force Comparison (MARFORPAC)



	USMC Class A's / Rate	MARFORPAC Class A's / Rate	MARFORLANT Class A's / Rate
Aviation	25 / 3.83	15 / 4.64	7 / 3.21
Afloat	N/A	N/A	N/A
Shore	51 / 17.49	35 / 25.72	9 / 9.19
Rec (Off-Duty)	23 / 7.06	12 / 8.82	5 / 5.11
Traffic	89 / 27.31	29 / 21.31	41 / 41.88

NSC Data: 02 August 2004

Commander's Assessment

- **Status Quo Not Getting the Job Done.** Good programs exist and have produced some good results, but status quo isn't getting the job done in many areas.
- **Leadership and Accountability Required.** Most mishaps can be prevented with appropriate intrusive leadership and involvement at every level.
- **Cradle to Grave Training as Long-Term Fix.** Being developed for 5 Vector Model by the Navy's Center for Personal Development.
- **Naval Safety Center & Navy/Marine Corps to Become Proactive.** NSC and Navy/Marine Corps must become proactive to prevent mishaps, rather than reactive.
- **Utilize Available Safety Resources.** USN/USMC must utilize available safety resources: Army Safety Management Information System, Traffic Safety Toolbox, Leave/Liberty Risk Assessments, etc.
- **Emphasize Safety and Risk Management "24x7."** Must be a way of life rather than a concept that gets increased emphasis post-mishap.
- **Reduce Mishaps by Balancing Acquisition Approach.** Balanced acquisition approach for platforms and COTS/emergent technologies to reduce mishaps.
- **ORM is Getting There.**

TOP CONCERNS

- 50% Mishap Reduction Campaign Message not consistently reaching the deckplates.
- The Challenge: Cultural change will take time.

ORM & The Fleet

COURSES

- **Immersion Training.** Complete for Aviation and Afloat Communities; in progress for the Submarine community.
- **Curriculum.** CNET, NSC, and NAVOSHTRACEN courses incorporate ORM into all curricula.
- **Training.**
Aviation, Afloat, and Submarine survey teams provide ORM refresher training upon request.
Aviation, Afloat, and Submarine safety officer schools provide instructor-level ORM training.
PCO/PXO/DH schools, DIVO training, and Senior Enlisted Academy provide training.

ON-LINE

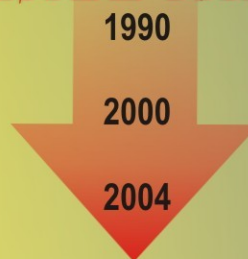
- **On-Line Training.**
Offered through CNAF's ORM University and USMC's MarineNet. Resources available on NSC website.
Total Risk Assessment and Control System (TRACS) & U.S. Army Motor Vehicle Risk Assessment Tool (ASMIS).

ORM (OPNAVINST 3500.39B)

- Signed and awaiting distribution
- Governs use of ORM throughout the Fleet
- Progressed from "SHOULD" to "SHALL"

ORM Works!
Transition to RM a Must.

MISHAP RATES



ORM Introduced to Fleet

Aviation Mishap Rates declining

Afloat and Submarine communities show improvements

Ongoing Efforts

Fleetwide Initiatives

- Defense Safety Oversight Committee
 - Navy & Marine Corps Safety Council
 - Operational Risk Management
 - Data Centric Technology
 - Safety Strategic Plan
 - Human Factors Analysis
 - CNET 5 Vector Model
 - Navy Knowledge Online
 - Culture Workshops
- 

Naval Safety Center Programs

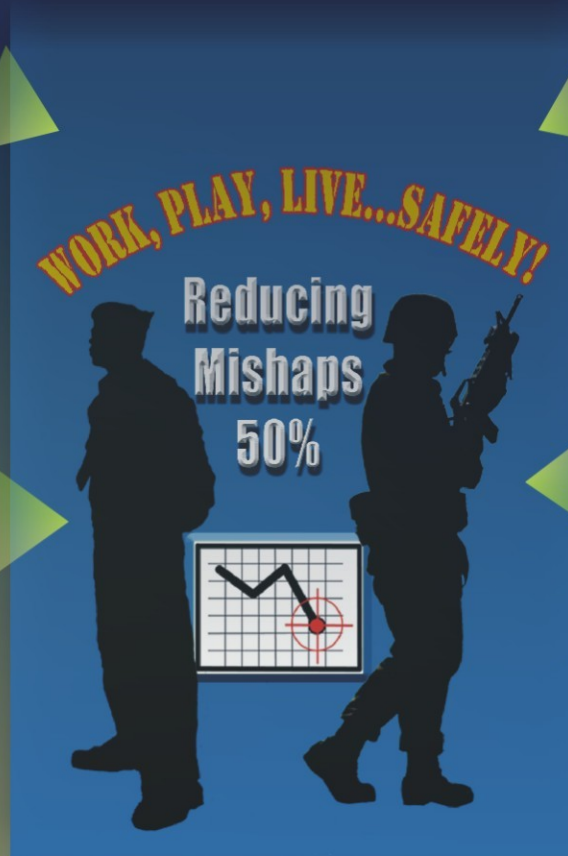
- Mishap Investigations
- Surveys
- Web-Enabled Safety Systems (WESS)
- 50% Mishap Reduction Media Kits
- Naval Safety Campaign Plan
- Command Assessment Surveys/ MCAS/ASCAS
- ORM Assessment (ORMAS)
- Media Campaign: Video/Print/Broadcast
- Critical Days of Summer Campaign
- Good Samaritan Program

Challenges

Eliminate or Reduce Top Causal Factor of Mishaps:
Human Error (85%)

Eliminate or Reduce Highest Cost, Fatalities, Injuries:
Aviation/PMV/Recreation

Emphasize Accountability and Responsibility:
Traffic and Recreation



Lack of Performance Metrics for Mishap Reduction

Culture Change:

- Leadership involvement necessary
- The willingness to accept losses
- Reactive vice proactive
- Unwillingness to report class B/C mishaps
- Safety not a high priority - collateral duty in non-aviation units

Acquiring Necessary Funds for Safety Programs

Intrusive Leadership Makes THE Difference!



Flag Officers

Commanding Officers

Deck Plates

Accountability

Drive Culture

Invest in Safety

Articulate Vision & Values



Questions?

RADM Dick Brooks, USN
www.safetycenter.navy.mil
(757) 444-3520 DSN 564

